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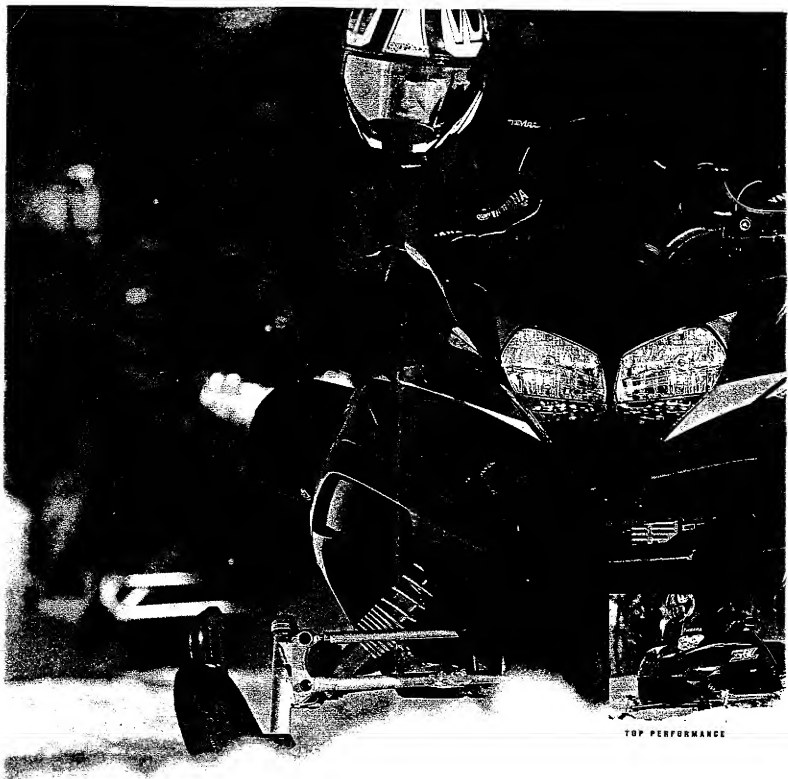
21

SNOWMOBILES



YAMAHA





TOP PERFORMANCE



WONDERLAND. MOST YAMAHA

Passion. The one word that describes anybody who's ever thumbed the throttle of a Yamaha snowmobile. You're passionate, emotional, driven to getting the most out of every ounce of winter and its never-ending playground. And that means you want the best-performing, highest-quality snowmobiles on the snow — whether you're accelerating hard across a frozen lake, powering through wind-drifted bumps or high-marking your favorite back-country bowl. At Yamaha, we know exactly how you feel. And that's why, for nearly 35 years, we've been building the industry's finest machines, equipped with revolutionary features like our patented, super-rigid ProAction System[™] chassis. Self-cleaning, electronic power exhaust valves. 300-watt 360-degree digital ignition with TPS. Liquid-heated, flat-slide Mikuni carbs. And the exclusive ProAction Plus[™] rear suspension system, just to name a few. Because as passionate snowmobilers ourselves, we want nothing but the highest level of both performance and reliability in our sleds. Just like you. Yamaha snowmobiles for 2002. The best just keeps getting better.



TRAIL PERFORMANCE



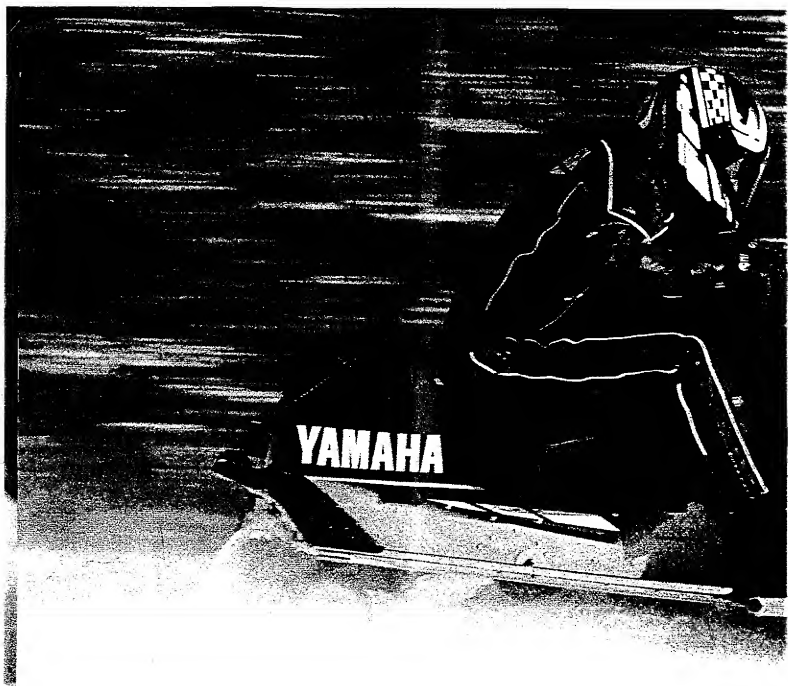
MOUNTAIN



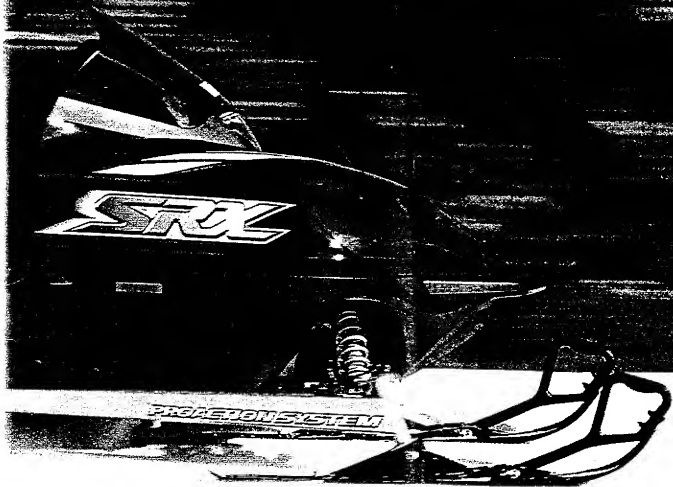
TOURING



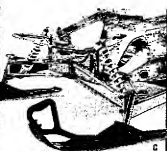
WORK



BLINK AND YOU'LL
MISS WISCONSIN.



LOVE



Let's face it. When it comes to top performance snowmobiles, the SRX[®] simply has no equals. Just ask any other machine unlucky enough to have gone up against it at the recent 2001 American Snowmobiler Shoot-Out, where in the 10 years since this competition's debut, **the SRX ran the**

quickest quarter-mile time ever. Yep, ever. Call it the speed demon extraordinaire, with one significant exception amongst the muscle sled set: The SRX also boasts the sort of superlative handling that gives most top-end trail machines a run for their money. First, though, let's cover the SRX engine. With even more muscle in 2002, this powerplant continues to lead the industry in state-of-the-art engine technology. Want proof? Check out our industry-first features such as triple high-flow, liquid-heated 33mm flat-slide Mikuni carbs, ultra-precise 300-watt digital CDI ignition, throttle position sensor (TPS), self-cleaning electronic power exhaust valves, and an all-new-for-2002 detonation sensor that utilizes Indy car technology to increase horsepower and improve upon our already legendary durability. Simply put, you won't find more ballistic acceleration anywhere. Add a featherweight ProAction System-chassis, wide ski stance and state-of-the-art ProAction suspension with aluminum-bodied KYB gas shocks, and that makes the SRX, according to Snowmobile magazine, **"THE BEST-HANDLING MULTI-PIPED SLED ON SNOW."** No wonder they crowned this bad boy their **"2001 BEST OF CLASS."** Might also explain why the competition has yet to figure out how to beat it.

A. The beauty in this beast: 700cc of cam-over-valve, electronic, power valve-assisted, triple-jet, axially fuel-injected and the all-time fastest fuel track quarter-mile time, beating the Arctic single-pipe twin and 250cc triple-pipe competition at the 2001 American Snowmobiler Shoot-Out.

B. And if the SRX's powerplant weren't sweet enough, you'll notice the triple triple electronic jets at all-time Detonation Control System (D.C.S.) that self-adjusts ignition timing for optimal firing in varying performance conditions. Translation: greater power and reliability than ever before.

C. While the SRX's high-speed prowess is undoubted, so too is its state-of-the-art handling and cornering ability. Thanks to its strong, lightweight chassis, superior suspension calibration and low-to-the-ground engine placement.

D. On top, look closely: The Snow Tracker's dual shock absorber (DS) and dual shock absorber/dual shock absorber are the perfect mix.

*January '01 "Best of Class" High-Speed Trail



MOGULS

MERCY?

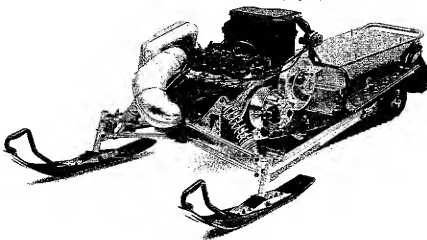
Looks pretty wicked just pictured here, doesn't it? Imagine then how utterly ferocious it must be once you climb aboard and point it toward your nearest — and preferably largest — collection of moguls. First, though, allow us to introduce the all-new SVViper, positively the nastiest, big-bump sled, ever created. Under a sleek, sculpted hood modeled after our mind-bending open-class R1 sport bike lurks arguably the strongest 700cc single-pipe engine the industry has ever produced, armed with race-proven Yamaha technology like self-cleaning, electronic power exhaust valves, 300-watt digital CDI ignition with throttle position sensor, and forced air induction. Now picture this beast spooned into the lightest, most rigid chassis on snow. Add specially designed, long-travel suspension — featuring high-pressure gas shocks, multi-rate springs and an adjustable control rod — front and back. Wrap it in an aggressive, lightweight track. And prepare to absolutely shred — faster and smoother than ever — the rough, the bumpy, the mogully in your heart's content. The all-new SVViper. Pound for pound, the most wicked big-bump sled in the industry. The moguls will never know what hit 'em.

A Like its speedily trials-rigged sled brethren, the SVViper's potent single-pipe triple with carburetor equipped with Protonics adjustable, self-cleaning electronic power valve system that delivers incredible power and right now works respect in all RPMs.

B One of the trickiest new components found on the SVViper's sled chassis. Protonics SVViper suspension is an adjustable control rod. When lowered enough transfer or maybe even from sled base loading in the handlebar to the ground. With a control rod in the handlebar, your suspension can be fine-tuned in minutes.

C The SVViper also gets a tachometer, 400 rpm, digital speedometer/distance, complete with a wrist, easy-to-read stepping motor for the tach and multi-function LED-lit indicator read-outs for speed, fuel pressure, fuel pump, oil level warning and water temperature.

D Revolutionary sled structure. The SVViper features an all-new 700cc single-pipe triple suspension with worked handle. The most racing-edge big-bump chassis in the business, bearing features like a lightweight, super-rigid, aluminum Protonics System™ frame, specially designed, Protonics rear suspension with an adjustable control rod, and an aggressive, lightweight track. All of which means that this beast's handling has not oversteered the trail with fast, round-trip cornering while picking up long stunts.





TRAIL PERFORMANCE | SV650P

TRAIL PERFORMANCE
SUPER 80

PROACTION SYSTEM

SXV
400



PERFORMANCE ART.

Oh, don't let that sizzling red finish fool you. This machine is every bit as fierce as its Team Yamaha blue-coated sibling. In fact, the only difference between the two happens to be simply a matter of convenience. Whereas both

A There's no mistaking the 81 horsepower running through the SXViper's skin, very hotword, even its muscular, cat-eye headlight is a sculptural asset that sets a new standard in convertible aerodynamics.

B Fast, faster, fastest: Forced air induction is just another nod to the SXViper's high-performance pedigree. Basically, it speeds intake, the compression process is forced cool air, boosting both power and output and top end horsepower.

C Good thing the SXViper's easy eye daylight set-up is as easy on the eyes, because this is the single your headlamps are going to be making a lot of this winter as they automatically adjust to keep you.

D Keep the wind and weather at bay with the all-new Care-Bac™ jacket, available with a special-edition SXViper logo on the back.

SXViper models feature a new-design low-friction recoil starting system, the beauty you see here — the all-new SXViper ER — also comes equipped with electric start and reverse to add a dash more versatility to your mogul-pounding fun. Otherwise, all the same state-of-the-art goodies abound, starting right under that ever-so-sexy bodywork. Like arguably the industry's mightiest-ever 700cc single-pipe engine, with industry-leading self-cleaning, electronic power exhaust valves, industry-exclusive forced air induction, 300-watt digital CDI ignition and an all-new, aggressive clutch weight design that boosts already lightning-quick acceleration. And then, of course, there's the revolutionary, ultra-lightweight ProAction System chassis. Specially designed, long-travel suspension with an aggressive, lightweight track. An all-new forged aluminum steering arm. Lightweight plastic skis. And the sleekest, sexiest bodywork ever to grace a snowmobile. The all-new SXViper ER with electric start and reverse. Proof that this beast's beauty is far more than skin deep.

REPEAT

UNCARVED.



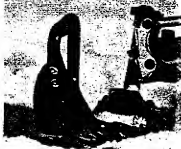
In the middleweight mogul-munching ranks, we'd like to present the SX 600^R, returning for another season of riding roughshod over the big, the bad and the ugly. With its potent, 600cc single-pipe triple-cylinder powerplant

A Star bright: This year the SX 600^R gets fired up with one of the industry's brightest and hottest assets, courtesy of an all-new SX-spec dual halogen bulb headlight and new 200-watt, 18-pin magnets.

B Close-riding comfort and new versatility. New windings. Best wind-wrapping system just got better with the addition of new 10-5002 independent plastic thumb and grip temperature controls.

C Access for serious big-bump action is "No one else" Factory Racing Crowl joints, to show us back, with special flexible graphics and 3D gel liners. Matching the area available.

putting out a smoother, broader powerband than competitive single-pipe twins, the SX 600^R comes to the party poised to join its SXViper stablemates at the All-You-Can-Eat Big Bump Buffet. Now house all that mogul-pounding power inside the peerless ProAction System[®] chassis, featuring over twice the torsional rigidity of competitive designs, which minimizes flexing to deliver pitch-free handling all day long. Meantime, specially designed long-travel suspension takes care of the rest, smoothing out the big hits while serving up super-light, responsive steering. And better still, for 2002 the SX600^R gets an SRX-style dual headlight fired by an all-new, high-output magneto system, as well as separate temperature controls for its industry-leading thumb and grip warmers.





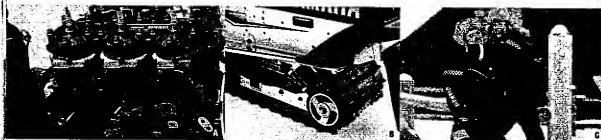


THEY SAY IT SNOWED 10 INCHES
LAST NIGHT. IS THAT ALL?

TRAIL PERFORMANCE V-MAXX 2000 EN

100 CUBIC INCHES

FOR THE BEST OF WINTER.



There's a reason this category's called Trail Performance. It's for snowmobilers who like to ride fast and hard for hundreds of miles a day — and love every minute of it. And while your need for a hard-core

performer is a given, there are those among you who've also come to appreciate the convenience of such niceties as electric start and reverse. The very features, in fact, installed as standard equipment on the award-winning Vmax® ER. Power comes from your choice of liquid-cooled, 700cc or 600cc single-pipe triples delivering superb fuel economy and broader, smoother powerbands than the competition. And the lightweight ProAction System-chassis platform — featuring an industry-leading, long-travel ProAction Plus-rear suspension, lightweight plastic skis, exclusive Easy-Adjust suspension settings and an all-new track — does the rest, serving up a ride as renowned for its razor-sharp and predictable handling as it is for ultra-plush comfort. Finally, top off this incomparable package with a wind-cheating windshield, excellent rearview mirrors and the best hand-warming system in the business, and you'll quickly see why the Vmax ER is more affectionately known as the fully loaded, first-class ticket of the Trail Performance class.

A Single-pipe triple track. Liquid-cooled, fuel-injected, 300-watt digital ignition. Lighter weight than most competitive units. And, overall, unrivaled power with class-leading fuel economy that makes other trail performance sleds in the dust, have dust, that is.

B It is the sleds. The Vmax ERs get us all new ProAction track like these, delivering even greater traction to keep the trail career's edge in sharp focus.

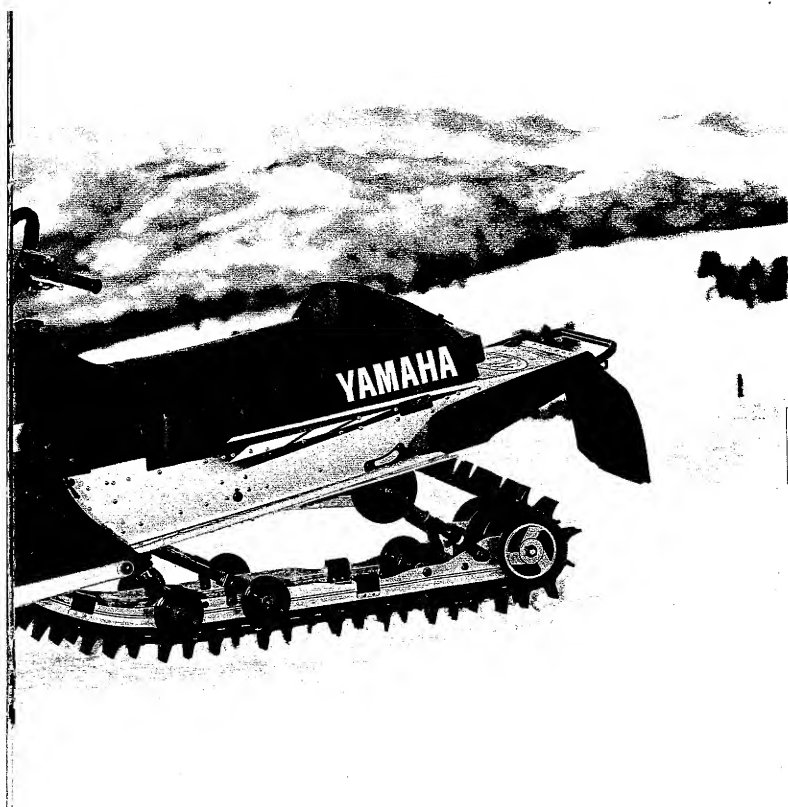
C Carry the trails all day long in our heavy-duty Glacier jacket, complete with removable padding, reflective piping and roomy pockets.





AHHH , YOU CAN ALMOST SEE
THE AIR BEING THINNER.





You're a mountain rider. Period. You live for high marks, side-hilling, boondocking, you name it. And what you look for in a mountain sled is the perfect combination of solid

A Maximum rider movement and leverage to work together side-hilling and side-sliding performance is all about. Which is why the Mountain Max comes equipped with high, wide handlebars and a mountable track positioned right where you need it most.

B Suspension performance is the secret sauce that often separates the best of a full-tilt sledder who goes home with the high mark, which is why we build our Mountain Max sleds with the industry's best mountain and deep powder set up.

C Set the high technical mark in the sled gear sector, incorporating a flexible "action lock," zip-out liner and rubber Yamaha logo.

power, light weight and supple suspension action that will take you anywhere there's fresh powder or a steep slope to conquer. **What you look for is the award-winning* Mountain Max® 700 or 600.** Powered by Yamaha's renowned, liquid-cooled, single-pipe triples boasting broader, more usable powerbands and crisper throttle response than any competitive twin on the market. And outfitted with features like our ProAction Mountain rear suspension, 141" x 2" Deep Snow Special track (improved for even greater durability in 2002), lightweight plastic skis, mountain handlebar strap, anti-slip siderails and tapered tunnel. All of which add up to a class-leading package delivering incredible deep-snow flotation, weight transfer and rider control that separates the Kings of the Hill from the also-rans. The Mountain Max 700 and 600. Because a mountain sled needs to be as good getting you to the slope as it is up it.

*WOT of Snow® November/December 2001





TOURING VENTURE 700/100





Whether it's snowmobiles, ATVs, motorcycles, outboard motors, watercraft or generators, one fact remains the same: Yamaha continues to be the leader in offering the world's most advanced technology. At Yamaha, we've been building the industry's finest-engineered snowmobiles for nearly 35 years. And now, over a million sleds later, we're still striving to bring you the most innovative and best-performing machines in the world. Because we know there's only one place Yamaha owners want to be. Out front, leading the pack. Which is why we design our sleds with revolutionary and industry-leading features like electronically controlled, self-cleaning exhaust power valves. Standard-setting ProAction System[®] chassis technology that rewrote the book on torsional rigidity. And a host of premium components that include the best hydraulic brake system, headlights and handwarmers in the business. The list goes on. And so will Yamaha's quest to continue refining and perfecting our entire line-up of motorsports machinery. History has a way of repeating itself. Especially when we're the ones making it. Want more information on our award-winning family of snowmobiles, ATVs, motorcycles, outboard motors, watercraft and generators? Then visit our website today at www.yamaha-motor.com.

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FIRST-CLASS

What's the only thing better than grabbing your special friend and riding off into the freshly groomed sunrise? **Doing it aboard the award-winning* Venture®: that's what.** Long recognized as the

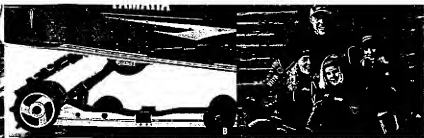
A Light up the trail. With its 3500-watt dual headlight, fired by a 300-watt, 16-pole magneto, the Venture 700 shines like a comet. And its 7000-watt, 16-pole magneto, the Venture 700 shines like a comet. And its 7000-watt, 16-pole magneto, the Venture 700 shines like a comet.

B Go ahead, pump up yourself. With its long, 138" track, Quick-Adjust dampers and 11.5" of travel, complemented by a shock that isn't just Easy-Adjust. In 10 seconds the Venture delivers the most luxurious ride in two-up riding.

C Buck up your serious style. With its leather jacket, leather boots and leather chaps, the Venture is the only motorcycle that's not just a motorcycle. It's a lifestyle.

industry standard for luxury two-up touring, the liquid-cooled Venture 700 and 600 triples power you along with smooth, broadband punch and class-leading fuel economy to boot. Down below, an all-new 138" track wraps around the Easy-Adjust-equipped, long-travel ProAction Plus® rear suspension, delivering superb traction and incomparably plush ride quality. And, of course, when you fly first-class, you need all the top-shelf amenities that come with a ticket this exclusive. Like electric start, reverse, dual mirrors, tall, weather-cheating windshields, heated grips for you and your co-pilot, and our specially designed Easy-Adjust backrest. Feel like being pampered this winter? Then book your passage on a Venture, and see how truly luxurious two-up touring can be.

Best of Class Motorcycle 1991





A Convenience and versatility go hand in hand in a utility sled, which is why the VK features a two-speed transmission and handy easy-to-shift reverse gear for backing into or out of any situation.

B Armed with a sturdy cargo rack and back and a handy interior storage compartment, the VK 540 III is ready and waiting for everything from house-moving to ice fishing.

Unfortunately for some, winter isn't all fun and games. Work needs getting done and to that end we offer the invincible VK 540 III. Equipped with a huge 156" x 20" track, the VK puts down a monstrous footprint ideal for hauling loads, working in deep snow or even pulling a friend out of trouble. And with its hi/lo/reverse transmission tapping into a potent, 335cc fan-cooled twin, it's easy to see why this versatile workhorse is the preferred utility sled for ski resorts, ranchers, loggers and other winter workers across North America.



WORK OR PLAY?
WHY NOT BOTH.

Genuine Yamaha Accessories

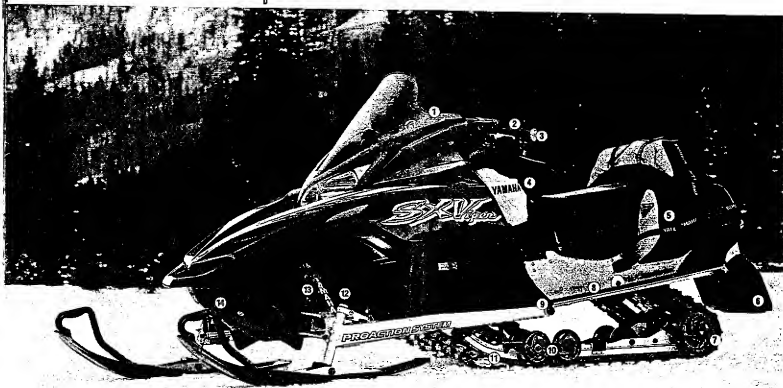
When you slide aboard a Yamaha snowmobile, you've embarked upon a journey like no other in the industry. You ride an extraordinary machine, so it's only natural that you'd never settle for simply ordinary add-ons or riding gear. You demand the best, which is why there's only one place you need to look — your nearest Yamaha dealer — for Genuine Yamaha Accessories and Apparel. Need a little inspiration? Then check out the SXViper below, featuring Genuine Yamaha add-ons like ❶ a handlebar cover with handy built-in pouch; ❷ color-matched grips; ❸ anodized, machined aluminum handlebar ends; ❹❺ deluxe touring tank and saddlebags; ❻ color-matched snow flaps; ❼ plastic "open" rear axle guide wheels; ❽ traction-enhancing sXV-Slips; ❹ decorative trailing arm caps; ❿ plastic "open" trailer wheels; ❶ color-matched Hyfax rail sliders; ❷ spindle column caps; ❶ protective, heavy-duty shock covers; and ❶ heavy-duty skid plate. The options are virtually endless. And each is created specifically to make you stand out even more from the ordinary snowmobiling crowd. Genuine Yamaha Accessories and Apparel.

A Naturally, you'll want to be good to your body inside and out, so equip your snowmobile with our ALC line of products: premium quality Yamaha lubricants, cleaners and care products.

B Top of your high-performance wardrobe with one of Yamaha's exclusive "Ride-First"® helmets, which feature dual-pass-trail lapping technology, breath indicators, and easy release buckles.

C Whether you're all geared up or just a kid, dressing up for a ride has never been so much fun. Hats, jackets, mitts, gloves, boots, you name it, and Yamaha's snowmobile collection will have it.

D If you're done for the day or simply refreshing your pride and joy, available to every from the easy elements with one of Yamaha's custom-fit, Corlast® polyester covers.



2002

TRAIL PERFORMANCE



SAVAGE



SAVAGE EP



SKANDIC



VMAX 700R



VMAX 800R

MOUNTAIN



MOUNTAIN MAX 700



MOUNTAIN MAX 800



VENTURE 700



VENTURE 800



VMAX 800R

WORD

TOP PERFORMANCE



BX

DISC LACES
CUT
BOPE & STING
INTAKE
CAM
CLUTCH / FLIGHT
DISC MAX
VENTURE 700
FRONT
FRONT TRAIL
CARBURETOR
STABILITY
REAR SUP
REAR
REAR 1100
PERFORMANCE
DRY WEIGHT
OVERALL LENGTH
OVERALL WIDTH
TRACK / WIDTH X LENGTH X HUB
DRIVE SHAFT TO CL
FUEL CAPACITY
OIL CAPACITY
ELECTRIC
HEAD & TAILOR
WINDSHIELD WINDSCREEN
SEATING
REAR CARGO
TOR
TUNNEL FRUIT
HEADLIGHT WEIGHT
HIGH FLEAM INCH
OIL & TEMP
FUEL GAUGE
SPEED
DRY
TRAIL
TACHO
MAX

